



International Bureau of Aviation

# Aircraft Pre-Purchase & Redelivery Inspection Report

On Behalf of

**EXIM BANK**



**Aircraft Type: Boeing 737-400**  
**Aircraft Registration: VH-RON**

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## Summary

### Introduction

This is a one-time inspection report by the International Bureau of Aviation (IBA Group Limited) on a B737-400 aircraft, registration VH-RON, serial number 26960, registered to Nauru Air Corporation, and prior to delivery to Exim Bank.

The purpose of this report is to provide a snap shot of the general condition of the aircraft on the day of repossession from Air Nauru by Exim Bank.

The report is made up of three sections, Section 1, the Physical Inspection Report, Section 2, the Aircraft Records Inspection and Section 3 an Avionics Status Report.

### History

From 9th June 1993 until 8th June 1998 the aircraft was registered as C2-RN10 operated by Air Nauru and from 8th June 1998 until the present day the aircraft was registered as VH-RON operated by Air Nauru.

### General

Airframe and engine maintenance is carried out by Qantas at its maintenance facility at Melbourne Airport, which has been approved by the Civil Aviation Safety Authority of Australia to carry out maintenance on the B737-400 aircraft.

Records and documents relating to VH-RON were made available to IBA at the QANTAS technical office in Melbourne, Australia.

### Technical Status

From the information gained during our inspection of this aircraft and its records on 1<sup>st</sup> February 2005, we have been able to make an assessment of the current maintenance status of VH-RON. At the time of this inspection, the aircraft had completed 37126.23 flight hours and 15931 flight cycles.

### Recommendations

The data used for the technical records was extracted from Qantas reports. This data could not be verified with a technical records audit however IBA has no reason to doubt the accuracy of the reports.

# **Section 1:**

# **Physical Inspection Report**

## 1.1 Inspection Conditions

The inspection was carried out between the 1<sup>st</sup> and 3<sup>rd</sup> February 2006.

## 1.2 Physical Inspection

This was the first opportunity to carry out a more detailed inspection of the aircraft since the inspection conducted on the 18 December 2005. The naked eye (general visual and non intrusive) inspection of the Aircraft was conducted between the 1st and 3rd February 2006. A visual inspection of the engines was carried out with the cowls open however; no engine confidence tests, engine borescopes or detailed system function checks were performed during the inspection.

The interior inspection was carried out in the area of flight deck, main cabin, Equipment bay and cargo. No system function test was performed on the interior of the aircraft.

### 1.2.1 Aircraft Manufacturers Data Plate & Owners Data Plate

<b>Data Plate Information</b>			
Type:	B737	Model Number:	737-4L7
Date:	1999	Serial Number:	26960

<b>Owners Data Plate Information</b>
This Aircraft is owned by Victoria aircraft Leasing Ltd. Leased to republic of Nauru and mortgaged by First mortgage to Citibank, N.A., as security Trustee for Export-Import bank of the United States, and by second mortgage to Citicorp International Ltd <i>Note: This information is no longer correct</i>

### 1.2.2 Fuselage

The paint on the fuselage was in average condition with numerous paint touch ups (some of which were of a total contrast to the aircraft colour scheme). The paint was peeling aft of the radome and on the tail cone.

The general integrity of the structure appeared to be good.

A review of the damage and repairs on the external surfaces of the aircraft against the Qantas External Damage Assessment Record was carried out. A number of defects and repairs were identified that did not appear on the Qantas External Damage Assessment Record (Refer to IBA Aircraft Damage Chart).

Some ripples were noted in the aft belly skin and a crease on the right side of the aft belly skin may be indicative of a heavy landing at some stage. Qantas have advised that there are no reported heavy landings for this aircraft.

The airstairs were noted in the tech log as inoperative, further investigation found that the airstairs were able to be deployed however the top step was not safe and moved when stepped on.

### 1.2.3 Empennage

A tail dock was placed around the empennage to allow a closer inspection.

The empennage required cleaning at the time of this inspection, however it was still evident that the paint had deteriorated more than originally anticipated and was peeling in several areas.

Some erosion was noted on the vertical stabilizer HF antenna.

A review of the damage and repairs on the external surfaces of the empennage against the Qantas External Damage Assessment Record was carried out. A number of defects and repairs were identified that did not appear on the Qantas External Damage Assessment Record (Refer to IBA Aircraft Damage Chart).

### 1.2.4 Wings, Flaps and Control Surfaces

The wings and associated flight control surfaces required cleaning at the time of this inspection.

Paint had peeled in numerous areas around the fuel tank vents and on the lower surface of the wings.

A review of the damage and repairs on the external surfaces of the wings against the Qantas External Damage Assessment Record was carried out. A number of defects and repairs were identified that did not appear on the Qantas External Damage Assessment Record (Refer to IBA Aircraft Damage Chart).

The paint on the flap track fairings had crazed and peeled in some areas. The lower surfaces of the trailing edge flaps had some minor stone damage, which is not abnormal.

### 1.2.5 Structure

The internal structure of the aircraft was not accessed for this inspection

### 1.2.6 Landing Gear

The landing gear and the landing gear wheel wells were dirty and required cleaning at the time of this inspection.

No fluid leaks were evident and no noteworthy defects were found.

All tyres and brakes were within the manufacturers allowable limits.

### 1.2.7 Engines / Propellers

Some minor paint erosion was noted on Number 2 engine had some distortion on blades 36 & 37, this was noted in the Technical Log, however the performance of the engine was unaffected.

No Fluid or Pneumatic leaks were evident. Both engines were operational and no other noteworthy defects were found during this inspection.

### 1.2.8 Auxiliary Power Unit

The APU was operational, no noteworthy defects found during this inspection.

It was noted that the APU had exceeded its H.S.I. period by 343 hours. Qantas advised that they had placed an extension of 400hours on this period and the APU was now due off in 57 hours.

### 1.2.9 Flight Deck

The flight deck required cleaning at the time of this inspection.

The paint at the base of the control columns had worn through to the primer. Minor paints scuffs were evident on the control panels which would be considered normal.

Most of the Emergency equipment had been removed (refer to Emergency Equipment Inventory).

No other noteworthy defects found.

### 1.2.10 Passenger Compartment

The cabin required cleaning at the time of this inspection however the presentation was generally good.

Minor scuffs and marks were noted on sidewalls, cieling panels and associated trim. Some Dado panels had worn carpet and the carpet on the floor af the passenger cabin exhibited some staining.

Meal tables at the following locations did not latch due to the legs being out of adjustment:-

11E,  
14A,  
17F,  
19D  
22A, B, E,  
23C

Most of the Emergency equipment had been removed (refer to Emergency Equipment Inventory).

<b>Cabin Equipment</b>				
<b>Description</b>	<b>Number Installed</b>	<b>Manufacturer &amp; Model No.</b>		<b>Mfg. Part No.</b>
Flight Attendant Seats	1 1 1	BURNS BURNS BURNS		90835-6 93791-1 90835-8
Entertainment System	1	SONY TRANSCOM		743-0238-001
List Lavatories locations	FWD Left lavatory Stn 260 Fwd aft lavatory Left hand Stn 950 Aft lavatory Left hand Stn 1020			
Economy Class Seats	122	BURNS	REFER TO AIRCRAFT READINESS LOG	REFER TO AIRCRAFT READINESS LOG
First Class/Business Seats	8	BURNS PTC AEROSPACE	REFER TO AIRCRAFT READINESS LOG	REFER TO AIRCRAFT READINESS LOG
Disabled Access Seat	Yes/No ?	Position Not sighted at this inspection and not mentioned in Aircraft Readiness Log, LOPA requested from Qantas		
Movies system installed?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Screens in PSU, yes <input type="checkbox"/>			
Air-phone installed?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Air-phone at seats, yes <input type="checkbox"/>			
Language(s) of Cabin Placards	Record language(s) ENGLISH			
Location of Pax life vest	Not installed <input checked="" type="checkbox"/> Under seats <input type="checkbox"/> In PSU <input type="checkbox"/>			
Slide/Rafts or Rafts	Number Fitted Location: Doors <input checked="" type="checkbox"/> Overhead bins <input type="checkbox"/> Aisle <input type="checkbox"/>			
Type of E-Path Lighting	Lamps on floor <input checked="" type="checkbox"/> Lamps on side of seats <input type="checkbox"/> Self glowing <input type="checkbox"/> _____			



### 1.2.12 Equipment Compartment

The Equipment compartment was clean with no noteworthy defects found.

### 1.2.13 Cargo Compartments

The cargo compartments were dirty and odourous at the time of this inspection. The aft cargo in particular had a strong fish odour.

The floors, sidewalls and other associated lining panels were scuffed and marked, and some of the tape had started to deteriorate.

No major defects were evident.

## 1.3 Conclusions

The aircraft is due a C check on the 1st January 2006 and the general condition reflected this however, the aircraft condition was generally good.

All the emergency equipment had been removed from the aircraft by Air Nauru with no notation in the Tech log. Air Nauru have claimed that the equipment is theirs however it is reasonable to assume that the aircraft was delivered with emergency equipment and should be redelivered with the same.

Some ripples were noted in the aft belly skin and a crease on the right side of the aft belly skin may be indicative of a heavy landing at some stage, Qantas have advised that VH-RON has never reported a Heavy Landing.

Qantas have advised that they will be replacing the "Loaned items with serviceable components belonging to the aircraft, however they were unable to provide a list at this time.

# **Section 2:**

# **Aircraft Records Inspection**



<b>General Aircraft Description</b>	
Manufacturer / Model:	Boeing 737-4L7
Manufacturer Serial Number	26960
Current registration	VH-RON
Line Number:	2483
Variable Number:	
Date of Manufacture:	07/05/93
Registered Owner:	Republic of Nauru
Reg./Country /Authority:	Australian Civil Aviation Safety Authority
Current or last Operator:	Air Nauru
Date of Delivery to current operator	9/06/1993
Is ETOPS Equipped?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

<b>Aircraft Utilisation</b>			
<b>Airframe Total</b>		<b>This Month</b>	
Hours	Cycles	Hours	Cycles
37126.23	15931	Info not available	Info not available

<b>Certified Operating Weights</b>		
<b>Weights</b>	<b>Pounds</b>	<b>Kilograms</b>
Maximum Taxi Gross Weight	150500	68265
Maximum Take-Off Weight	150000	68038
Maximum Landing Weight	124000	56245
Maximum Zero Fuel Weight	117000	53070
Basic Empty Weight	66956	30370
Aircraft Last Aircraft Weighed	Info not available	

<b>Maintenance Program</b>		
Maintenance schedule reference	Info not available	
Airworthiness Approval	Info not available	
Programme based on utilisation of	Boeing MRB and MPD	
Fuel tank contamination prevention prog.	YES	Period ADHOC
Aircraft wash programme	YES	Period ADHOC
Engine trend monitoring	YES	Period DAILY
Engine vibration monitoring	YES	Period AS REQUIRED
Engine compressor washing	YES	Period IAW MPD AND EMM



<b>Maintenance Schedules and Status</b>			
<b>As of Date: 31 January 2006</b>			
<b>Check</b>			
A			
Frequency	<b>Calendar</b>	<b>Hours</b> 190	<b>Cycles</b>
Last Accomplished	<b>Date</b> 13 DEC 05	<b>Total Time</b> 37091.15	<b>Total Cycles</b> 15913
Next Due in	<b>Days</b>	<b>Hours</b> 145	<b>Cycles</b>
<b>Check</b>			
SC2			
Frequency	<b>Calendar</b> 30 MONTHS	<b>Hours</b> N/A	<b>Cycles</b> N/A
Last Accomplished	<b>Date</b> 02 JULY 03	<b>Total Time</b> 29829	<b>Total Cycles</b> 12375
Next Due in	<b>Days</b> FELL DUE ON 02 JAN 06	<b>Hours</b> N/A	<b>Cycles</b> N/A
<b>Check</b>			
Frequency	<b>Calendar</b> 60 MONTHS	<b>Hours</b> N/A	<b>Cycles</b> N/A
Last Accomplished	<b>Date</b> 02 JULY 03	<b>Total Time</b> 29829	<b>Total Cycles</b> 12375
Next Due in	<b>Days</b> 23 MONTHS	<b>Hours</b> N/A	<b>Cycles</b> N/A
<b>Check</b>			
Frequency	<b>Calendar</b> 120	<b>Hours</b> N/A	<b>Cycles</b> N/A
Last Accomplished	<b>Date</b> 02 JULY 03	<b>Total Time</b> 29829	<b>Total Cycles</b> 12375
Next Due in	<b>Days</b> 71 MONTHS	<b>Hours</b> N/A	<b>Cycles</b> N/A

SSI threshold	12 CYCLES OR 60 MONTHS
SSI re-inspection frequency	12 CYCLES OR 60 MONTHS

<b>Titled Engines</b>				
<b>Description</b>	<b>Pos.</b>	<b>Manufacturer &amp; Model No.</b>	<b>Mfg. Part No.</b>	<b>Engine Location</b>
Engine Number 1 ESN:857592	1	GE CFM56	CFM56-3C1	POS #1 VH-RON
<b>Description</b>		<b>As of date</b>	<b>Hours</b>	<b>Cycles</b>
Engine Total Time (TSN/CSN)		31/01/06	28774	12382
Engine Time at Installation		02/10/03	22249	9181
Time Since Installation - On Wing		31/01/06	6525	3201
Time Since last shop visit		31/01/06	28774	12382
Remaining Time to First Life Limit		31/01/06	N/A	5631

<b>Description</b>	<b>Pos.</b>	<b>Manufacturer &amp; Model No.</b>	<b>Mfg. Part No.</b>	<b>Engine Location</b>
Engine Number 2 ESN:857593	2	GE CFM56	CFM56-3C1	POS #2 VH-RON
<b>Description</b>		<b>As of date</b>	<b>Hours</b>	<b>Cycles</b>
Engine Total Time (TSN/CSN)		31/01/06	19770	8482
Engine Time at Installation		18/12/04	17012	7141
Time Since Installation - On Wing		31/01/06	2758	1341
Time Since last shop visit		31/01/06	19770	8482
Remaining Time to First Life Limit		31/01/06	N/A	8150

<b>Auxiliary Power Unit (APU)</b>			
<b>Manufacturer</b>	<b>Mode No.</b>	<b>Mfg. Part No.</b>	<b>Mfg. S/N</b>
	GTCP85-129K	737M49-503-01-1	P162
<b>APU Status Description</b>	<b>As of date</b>	<b>Hours</b>	<b>Cycles</b>
APU manufactured date	Info not available		
Total Time Since New (TSN)	31 Jan 06	17194	7484
Aircraft at APU Installation	15 Sep 04	33551	14174
APU Life at Installation	SEP 04	13619	5727
APU Time Installed on Aircraft	31 Jan 06	3575	1757
APU Hot Section Inspection (HSI) Period	31 Jan 06	5500	N/A
APU overhaul (OH) Period	31 Jan 06	5500	N/A
APU Time Since Overhaul (TSO)	31 Jan 06	5843	N/A
APU Time Since Hot Section Inspection	31 Jan 06	5843	Info not available

<b>Landing Gears</b>			
<b>Nose Landing Gear:</b>	<b>P/N: 65-46206-80</b>	<b>S/N: T5109P2398</b>	
<b>Description Position</b>	<b>As of date</b>	<b>Hours</b>	<b>Cycles</b>
Landing Gear Time since new	31/01/06	37896	22754
Last Overhaul Date	SEP 00	23288	16001
Overhaul Interval – Operator (TBO)	24,000 hrs or 10 years		
Time remaining	31/01/06	9392	N/A
<b>Left Main Landing Gear:</b>	<b>P/N: 65-46100-78</b>	<b>S/N: MC04753P2398</b>	
<b>Description Position</b>	<b>As of date</b>	<b>Hours</b>	<b>Cycles</b>
Landing Gear Time since new	31/01/06	37896	22754
Last Overhaul Date	NOV 00	23288	16001
Overhaul Interval – Operator (TBO)	24,000 hrs or 10 years		
Time remaining	31/01/06	9392	N/A
<b>Right Main Landing Gear:</b>	<b>P/N: 65-46100-78</b>	<b>S/N: MC04754P2398</b>	
<b>Description Position</b>	<b>As of date</b>	<b>Hours</b>	<b>Cycles</b>
Landing Gear Time since new	31/01/06	37896	22754
Last Overhaul Date	SEP 00	23288	16001
Overhaul Interval – Operator (TBO)	24,000 hrs or 10 years		
Time remaining	31/01/06	9392	N/A

<b>Fuel</b>		
<b>Fuel Tanks</b>	<b>Fuel Capacity Pounds</b>	<b>Fuel Capacity Kilograms</b>
Left Wing Main, Maximum Usable:	10,643	4,827
Right Wing Main, Maximum Usable:	10,643	4,827
Center Maximum Usable:	16,422	7,448
Auxiliary Tanks	6,986	3,169
Maximum Usable Total Fuel	44,694	20,271

Note: The Auxiliary Tanks are fitted in the forward section of the aft cargo bay behind a false bulkhead.

<b>Equipment and Furnishing</b>				
<b>Description</b>	<b>Number Installed</b>	<b>Manufacturer &amp; Model No.</b>		<b>Mfg. Part No.</b>
Flight Attendant Seats	1	BURNS		90835-6
	1	BURNS		93791-1
	1	BURNS		90835-8
Galley Unit (1)	1	NORDSKOG		1-703C
Galley Unit (2)	1	NORDSKOG		1-704C
Galley Unit (4)	1	NORDSKOG		1-705C
	1	NORDSKOG		1-722A
IFE System				
Tape Reproducer	2	SONY		743-0238-001
	1	TRANSCOM MATSUSHITA		RDAX7201
Coach Class Seats	122	BURNS	REFER TO AIRCRAFT READINESS LOG	REFER TO AIRCRAFT READINESS LOG
First Class/Business Seats	8	BURNS PTC AEROSPACE	REFER TO AIRCRAFT READINESS LOG	REFER TO AIRCRAFT READINESS LOG
Ovens	6	SELL		8101-21-0000B



**Primary Overhaul Agencies**

Airframe	Qantas
Engines	Qantas
Auxiliary Power Unit	Qantas
Landing Gear	Qantas
Avionics	Qantas

**Inspections and Additional Work**

Number of Deferred Defects	23
Date of Oldest Entry	31/10/03

**Aircraft Modifications and STC's**

<i>STC/Modification Number</i>	<i>Description</i>
REFER TO REPORT (ENG190(ActionDocStatus).PDF)	

**Aircraft Operations Manuals**

The aircraft operational manuals were inspected and found to be at the following revision standard

<i>Manual Title</i>	<i>Revision No</i>	<i>Temp Revisions</i>	<i>EOB No</i>
Qantas advised that the revision status is current and the aircraft is on their system of maintenance.			





### Aircraft Damage Chart

The following table gives details of those items recorded where, in the opinion of the surveyor; there was insufficient documentation to confirm sign off in accordance with manufacturer approved documentation.

<i>Repair Reference</i>	<i>Comments</i>
	REFER TO QANTAS EXTERNAL DAMAGE ASSESSMENT RECORD AND IBA AIRCRAFT DAMAGE CHART

### Hard Time Components Listing



<b>Documents List</b>		
The following documents were checked with the aircraft:		Yes / No
1	Airframe Log Book(s)	NO
2	Engine Log Book(s)	NO
3	Auxiliary Power Unit Log Book (s)	NO
4	Modification Log Book (s)	NO
5	Technical Log / Journey Log	YES
6	Certificate of Registration	YES
7	Certificate of Airworthiness	YES
8	Noise Certificate	YES
9	Radio License	YES
10	Insurance Certificate	YES
11	Weight and Balance Schedule	NO
12	Hard Time Component Listing	YES
13	Engine Disc Sheets	YES
14	AD (Airframe) Listing	YES
15	AD (Engine) Listing	YES
16	AD (Appliances) Listing	YES
17	SB (Airframe) Listing	YES
18	SB (Engine) Listing	YES
19	SB (Equipment) Listing	YES
20	Cabin Configuration, LOPA & Safety Equipment	YES
21	Electronic Equipment Inventory	YES
22	Deferred Maintenance Items	YES
23	Maintenance Program	NO
24	CPC Program	NO
25	Flight Manual	YES
26	Crew Manual	NO
27	MEL/CDL/DDG	NO
28	Weight and Balance Manual	NO
29	Flight Test Reports	NO
30	Mandatory Occurrence Reports	NO

# **Section 3:**

# **Avionics Status Report**

**ATA Chapter 22: Automatic Flight Controls**

<i>Description</i>	<i>Number Installed</i>	<i>Manufacturer &amp; Model Number</i>		<i>Manufacturer Part Number</i>
YAW DAMPER	1	WESTON		253884
COMPUTER-AUTO THROTTLE	1	SMITHS		755SUE2-3
LIMIT MACH AILERON	1	PLESSEY		R1053M18-2
ACARS	1	TELEDYNE	70-171	2229385-24
COUPLER YAW DAMPER	1	HONEYWELL		4030952-906
SWITCH AUTO/THROTTLE	2	SMITH		721R112
ACT-AUTO/THROTTLE	2	SMITH		111RAA3
CONT MOD-AUTO BRAKE C/L	1	ABEX		78169-04
POS TRANS-ELEV CONT LH	2	NOVATRONICS		H504B
POS TRANS – ELEV CONT	1	NOVATRONICS		H505B
ELEVATOR FEEL AND CENT ACTUATOR	1			65C25465-15
ACT ELEV FEEL & CENT	1	MPC		19710

**ATA Chapter 23: Communication**

<i>Description</i>	<i>Number Installed</i>	<i>Manufacturer &amp; Model Number</i>		<i>Manufacturer Part Number</i>
CONTROL PANEL-SELCAL	1	GABLES		G2581-03
ACARS DISPLAY	1	TELEDYNE		2229346-24
CONT-VHF/COM –1 & -2	2	COLLINS		622-6831-022
AUDIO SELECTOR	2	AVTECH		5145-1-49
CONTROL PANEL –HF	2	COLLINS		622-6827-022
CONTROL UNIT VOICE RECORDER	1	SUNDSTRAND		980-6109-25
LOUD SPEAKER ASSY-CAPTAIN	1	AVTECH		5142-1
LOUD SPEAKER ASSY – 1 <sup>ST</sup> OFF	1	AVTECH		5142-1
BOOM/MIKE HEADSET ASSY CAPTAIN	1	PACIFIC		MS50T30-1
BOOM/MIKE HEADSET ASSY 1 <sup>ST</sup> OFFICER	1	PACIFIC		MS50T30-1
BOOM/MIKE HEADSET ASSY 1 <sup>ST</sup> OBSERVER	1	PACIFIC		MS50T30-1
MICROPHONE ASSY-CAPTAIN	1	ELECTRO VOICE		602-4183
MICROPHONE ASSY-1 <sup>ST</sup> OFFICER	1	ELECTRO VOICE		602-4183



HEADPHONE 2 <sup>ND</sup> OBSERVER	1	TELEPHONICS		20046-1
HANDSET	3	ROANWELL		502222001-603
MUSIC ANNOUNCE PANEL LH	1	MATSUSHITA		RDAX7211
VIDEO MONITOR RETRACTABLE	1	SONY TRANSCOM		700-1590-001
VIDEO MONITOR	4	SONY TRANSCOM		700-1590-002
SHROUD ASSY	1	SONY TRANSCOM		617-6082-016
PALLET MOUNTING	1	SONY TRANSCOM		600-6028-001
TAPE REPRODUCER	2	SONY TRANSCOM		743-0238-001
INTERFACE-J-BOX	1	SONY TRANSCOM		700-1902-001
TAPE STOWAGE-LOCKABLE	1	SONY TRANSCOM		617-5053-001
PLATE ADAPTER-SCUD	1	SONY TRANSCOM		634-2072-001
SYSTEM CONTROL UNIT	1	SONY TRANSCOM		743-0213-003
TAPE REPRODUCER	1	MATSUSHITA		RDAX7201
AMPLIFIER-PASS ADDRESS	1	COLLINS	346D-2B	622-4096-003
REMOTE ELEX UNIT	1	AVTECH		5140-1-1
TRANSEIVER-VHF/COMM	3	COLLINS	VHF-700	622-5219-004
TAPE REPRODUCER	1	MATSUSHITA		RDAX7002-01
MULTIPLEXER	1	MATSUSHITA		RDAX1017
SELCAL	1	MOTOROLA		N1401C
TRANSEIVER-HF	1	COLLINS	HFS-7002	622-5272-001
ANTENNA	1	KING		071-1234-00
RECORDING UNIT	1	SUNDSTRAND	AV-557C	980-6005-079
ANTENNA COUPLER	2	COLLINS	490S-1	792-6140-001

**ATA Chapter 27: Flight Controls**

<i>Description</i>	<i>Number Installed</i>	<i>Manufacturer &amp; Model Number</i>		<i>Manufacturer Part Number</i>
ANNUNCIATOR – AFS	2	PAGE		D434-56-001
IND – FLAP POSITION	1	SMITHS		2061-14-1
ANNUNCIATOR- FLAPS AND SLATS	1	SPECTRA		P10-0090002
FLIGHT DATA RECORDER	1	LOCKHEED		10077A500-803
ACTUATOR SPEED BRAKE	1	PLESSEY		R5303-M1
VALVE – AUTO SLAT RH	1			65C26869-2
MODULAR FLIGHT CONTROL	2			65-44891-7
ACT-A/P AILERON CONT	2	E-SYSTEMS		158300-101
ACTUATOR AILERON LH	1	PLESSEY		R15048
ACT ASSY- POWER CONTROL (AILERON) SYS B& A	2			65-44761-22
SPOILER MIXER ASSY AILERON RH	1			65-46360-7
VALVE ASSY-SPEED BRAKE	1	SARGENT		1697EA
VALVE ASSY – TE FLAP	1			65-44631
ACTUATOR – STAB TRIM RH	1	SIMMONDS		AR7077M2
SERVO MOTOR- A/P LH	1	SIMMONDS		AR6460M2
COMP-ELEV/RUDDER CONT RH	1	E-SYSTEM		162500-100
PWR CONT UNIT-ELEV FEEL (HYD)SYS B& A	2			65-44761-22
ACT-A/P ELEV CONT	2	E-SYSTEMS		158300-101
PWR CONT UNIT-HYD RUDDER	1			65-44861-11
AUX PWR CONT UNIT-RUDDER	1	HYDRAULIC UNITS		1U1150
RUDDER FEEL & CENT ASSY	1			65C25410-5
ACTUATOR ASSY-LE SLAT #1	1			65-44760-22
ACTUATOR ASSY-LE SLAT #2	1			65-44760-24
ACTUATOR ASSY- LE SLAT #3	1			6544760-23
POSITION TRANSMITTER – STALL WARN – OUTBD FLAP	1	BENDIX		10-61841-9
TRANS FLAP NO 1 LH	1			65C27501-3
TRANS FLAP NO 2 LH	1			65C27502-5
TRANS FLAP NO 3LH	1			65C27503-3
TRANS FLAP NO 4 LH	1			65-50324-5
ACT ASSY –LE FLAP #1 & 2	2			65-44551-9
PCU-FLT SPOILER #2 & 3	2			65-44561-15



ACTUATOR GROUND SPOILER	2			65-44851-13
ACTUATOR ASSY LEADING EDGE SLAT #4	1			65-44760-23
ACTUATOR ASSY LEADING EDGE SLAT #5	1			65-44760-24
ACTUATOR ASSY LEADING EDGE SLAT #6	1			65-44760-22
POSITION TRANS STALL WARNING OUTBD FLAP	1	BENDIX		18-1738-9
TRANS FLAP NO 5 RH	1			65-50325-5
TRANS FLAP NO 6 RH	1			65C27506-3
TRANS FLAP NO 7RH	1			65C27507-8
TRANS FLAP NO 8 RH	1			65C27508-3
ACT ASSY – LE FLAP #3 & 4	2			65-44551-9
PCU FLT SPOILER #6 & 7	2			65-44561-15
ACTUATOR GROUND SPOILER	2			65-44851-13

### **ATA Chapter 31: Independent Instruments**

<b>Description</b>	<b>Number Installed</b>	<b>Manufacturer &amp; Model Number</b>		<b>Manufacturer Part Number</b>
CLOCK	2	SMITHS		2610-07-1
SENSOR STALL WARNING	2	ROSEMOUNT		861CAS3
ACCELEROMETER RH	1	SUNDSTRAND		971-4193-001

\* List Number of Parameters:  
Information not supplied



**ATA Chapter 34: Navigation**

<b>Description</b>	<b>Number Installed</b>	<b>Manufacturer &amp; Model Number</b>		<b>Manufacturer Part Number</b>
TRANSPONDER-ATC NO2	1	COLLINS	TPR-720	622-7878-201
BROADCAST-UNIT	1	AUS		AB3M23-05-01-1
ITERERROGATOR-DME	2	KING		066-1093-30
ZONE CONTROL	2	GARRET		622814-2
EFIS	2	COLLINS		622-9436-101
REC/TRANS-RADIO ALT	2	TRT	ERT530A	9599-607-14931
TRANSPONDER ATC	1	COLLINS		622-787-201
COMPUTER GROUND PROXIMITY	1	SUNSTRAND		965-0648-008
RECEIVER ADF	2	COLLINS	51Y-7	777-1492-005
RECEIVER MARKER BEACON	1	COLLINS	51Z-4	522-2996-011
IRU	2	HONEYWELL		HG1050AD05
RECEIVER VHF NAV	2	COLLINS	51RV-4B	622-3257-001
NAVIGATION SWITCHES	2	LELAND		172934-001
RELAY-AFCS/ILS	2	DYNATECH		D2-723Q1
TCAS-COMP	1	HONEYWELL		4066010-903
ANT ASSY-WEATHER RADAR	1	COLLINS	WFA-701X	622-5137-001
PEDESTAL WEATHER RADAR	1	COLLINS	WMA-701X	622-5235-202
ANTENNA TCAS – LOWER	1	HONEYWELL		7514081-901
ANTENNA TCAS – UPPER	1	HONEYWELL		7514081-901
ANTENNA RADIO ALT	4	TRT		9599-607-12349
ANT ASSY-AUTO DIRECTION FINDER	2	COLLINS	137A -5	522-1837-000
INC: QUAD CORRECTOR	2	COLLINS	582A-2N	522-3177-004
ANTENNA-DME-A-C/L	1	MILITARY		AT256AARC
ANTENNA- VOR/ILS	1	DORNE		DMN23-1C
	If yes, Is it part of the GPWS system? Yes Is it part of the Radar System? Yes			



<b>Avionics Compliance</b>	
RVSM	YES
B RNAV	YES
8.33 KHz	(is it compliant on all comms)YES
TCAS	TCAS II
FM Immunity	YES
GPWS / EGPWS	EGPWS



### Contact Information

Company		Address			
Name:		Title			
Email:		Tel:		Fax:	
Name:		Title			
email:		Tel:		Fax:	
Name:		Title			
email:		Tel:		Fax:	

Signed: Vincent Yates  
Technical Manager

Date: February 2006

IBA Group Limited has performed a survey of this aircraft and records. The extent of survey is limited to walk around inspection without removal of access panels unless specifically noted. Engines and APU are not borescope inspected or performance checked. Aircraft systems performance and aircraft handling is not checked unless specifically noted.

Aircraft records are as presented by the current aircraft managers. The survey collates data from many sources outside of IBA control.

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